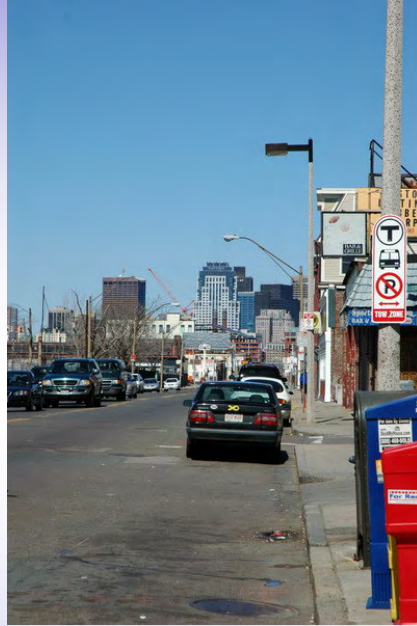


Dorchester Avenue Transportation and Streetscape Improvement Action Plan



presented to
Task Forces



Dorchester Avenue Transportation & Streetscape Improvements Action Plan
July 18, 2006



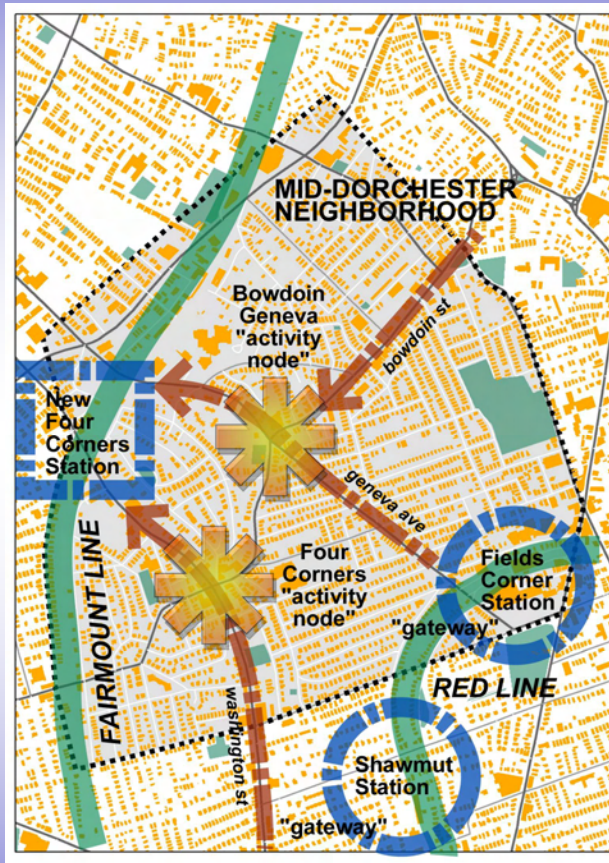
Project Team

- **Louis Berger Group, Inc.**
 - Project management
 - Traffic engineering
 - Civil engineering
 - Planning
 - Community involvement
- **ASEC Corporation**
 - Survey
- **Von Grossmann & Company**
 - Urban design
 - Streetscape
 - Pedestrian issues
 - Sketch-Up graphics
- **Highmark Land Design**
 - Landscape architecture
 - Streetscape



The Louis Berger Group, Inc.

Mid-Dorchester Transportation Action Plan, Dorchester, MA



Dorchester Avenue Transportation & Streetscape Improvements Action Plan
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The Louis Berger Group, Inc.

East Boston Transportation Action Plan, East Boston, MA

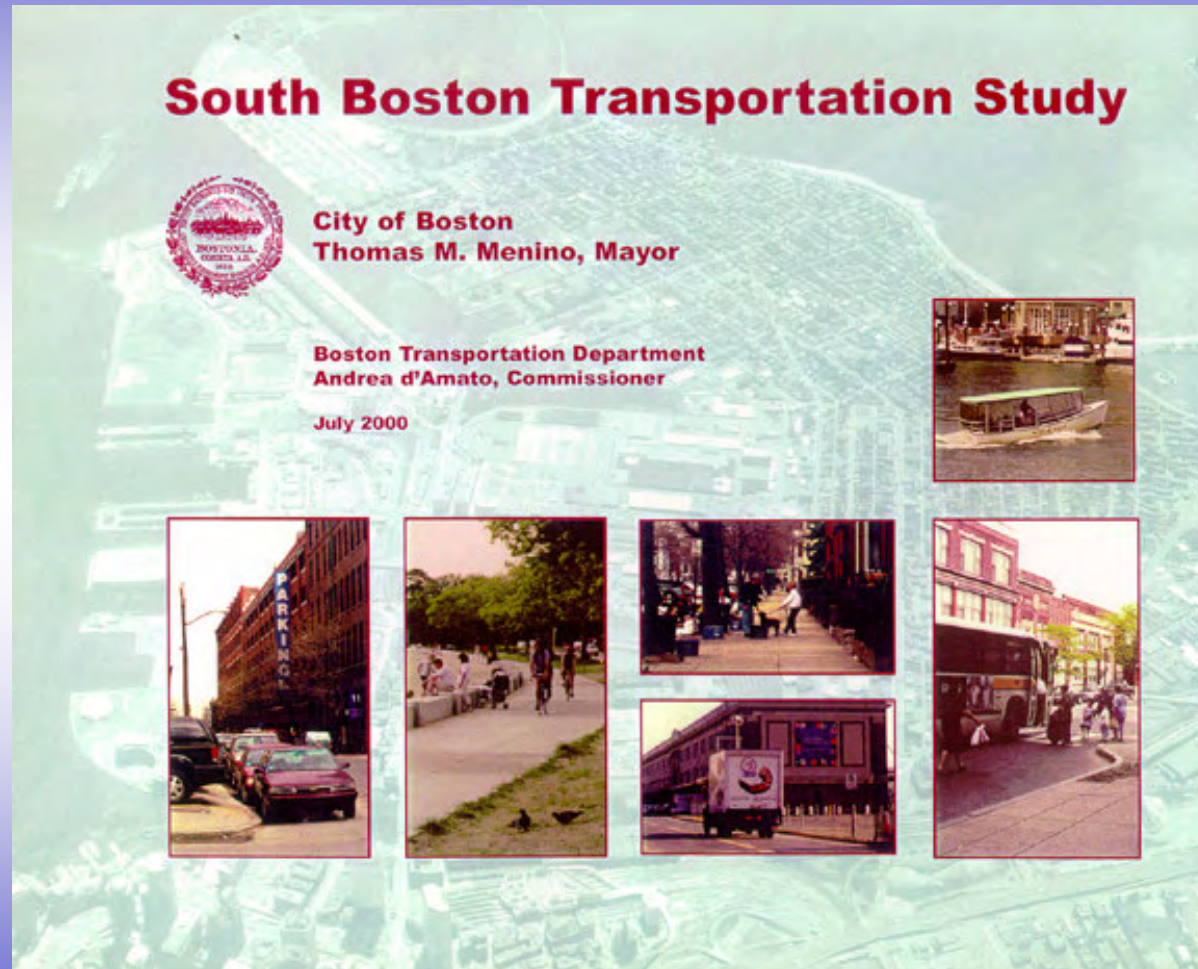


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The Louis Berger Group, Inc.

South Boston Transportation Study, South Boston, MA



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Von Grossmann & Company

Gateway East, Brookline, MA

The Gateway East area of Brookline is at a crossroads. Physically, it is a site where many roads, transit routes, and pedestrian paths come together, all within reach of the MBTA Green Line and Brookline Village. In a larger sense, there are a variety of opportunities facing this area that can help improve it for visitors and residents.

The interim recommendations of the Gateway East Public Realm Plan will:

- Improve the ability of pedestrians and bicyclists to cross roads safely and easily
- Reduce confusion and improve the overall traffic situation in the area
- Make the Gateway East area more attractive and livable
- Increase the connection between the Emerald Necklace, the MBTA station, and Brookline Village

While each committee is to be done on its project, these interim recommendations represent the current consensus among members of the Gateway East Citizens' Advisory Committee and are offered to the Board of Selectmen of this town for their consideration.

Introduction

The Gateway East area is a critical point of entry for Brookline, with important motor vehicle, pedestrian, bicycle and public transit connections. Route 9, a major regional highway, is intersected by other important routes. Washington Street connects to the heart of Brookline Village, and Brookline Avenue connects to Boston's Longwood Medical Area and Fenway Square. The Brookline Village MBTA station is a center of activity, as is the Emerald Necklace regional park network, and its pedestrian and bicycle paths. However, the Gateway East area faces challenges; for example, Route 9 is very wide, reflecting the consequences of urban renewal. In spite of containing circulation and heavy traffic, many pedestrians and bicyclists cross Route 9 at unsupervised locations. This effort to plan the Public Realm in Gateway East is an early initiative identified in the Brookline Comprehensive Plan, to meet a strong desire in the Brookline community to improve the quality of the environment for pedestrians, bicyclists, residents and businesses. The following are preliminary findings, identifying a list of projects and their rough costs that, when implemented, will meet the goals of the study.

Defining Principles

The following principles developed in coordination with the Steering Committee have guided the definition of the initiatives resulting from the Gateway East process.

- Define a strong, green gateway to Brookline and Brookline Village
- Reduce the dominance of Route 9 and streets in the area, for outgoing ways to reduce pavement
- Improve safety and convenience for pedestrians and bicyclists at street crossings
- Improve automobile circulation while moderating speeds through the area
- Address pedestrian bridge repair, replacement or removal
- Expand integrated pedestrian connections between Brookline Village, residential areas, the Emerald Necklace, the MBTA Line, and throughout the area
- Create a strong and safe nighttime environment through use of lighting
- Create attractive, permeable, and transparent building facades along streets

- Introduce coordinated furnishings and signage
- Ensure the Two Brookline Place design is integrated with the study character and circulation philosophy of the study area
- Create an active, vibrant street environment with permeable and transparent building facades
- Expand public space and tree canopy in the area
- Introduce appropriately scaled built development for key locations, such as the street of East Brookline
- Make the station a safe, attractive community gathering place, and improve its design to make it more visible and attractive walking spaces
- Coordinate efforts with state and Boston agencies
- Coordinate project planning with early cost estimates to avoid project duplication

Brookline's Gateway East Public Realm Plan

1 IMPROVEMENTS TO THE MBTA STATION

- 1.1 Have a design consultant to create design
 - Improve station with design that is preserved
 - Create strong sense of connection to the Emerald Necklace
 - Increase shelter and shade, especially on the outdoor platform
 - Introduce appropriate materials and landscaping
 - Organize furnishings and expand gateway to eliminate obstacles to pedestrians
- 1.2 Consider most appropriate phasing of improvements

2 WALNUT STREET/JUNIOR REVISED JUGHANDLE \$1.9M

- 2.1 Improve function of neighborhood, improve clarity of landscape for drivers
 - Walnut Street, extended to create a new regulated intersection at Pearl Street, with improved vehicular access and new pedestrian crossings
 - Improved intersection spacing (80' to High Street, 90' to Brookline Avenue)
 - Improving the pedestrian bridge and connecting the Four Stations with parcel remaining creates a new city block
- 2.2 Improve access for Juniper Street residents
 - Improved pedestrian access to new signalized pedestrian crossing
 - Change median crossings are currently 40' but not at west of Juniper Street
 - Improved vehicle access via Walnut Street to High Street
- 2.3 Improve access for Pearl Street, Brookline Place
 - New left turn from Route 9 to Pearl Street
- 2.4 Narrow lanes and reduce unnecessary pavement
 - Narrow lanes to 12' where practical
 - Create parallel parking lanes with curb extensions to preserve parking supply, buffer pedestrians, and take traffic off both sides of the street
- 2.5 Widen sidewalks, improve pedestrian environment
 - Install a new traffic signal at Washington Street (Pearl Street) / Walnut Street to provide a protected crossing for the major (left) pedestrian flow demand. Provide new traffic signal control, improved traffic management system, and emergency signal preemption for emergency vehicles

ALL EFFORTS TO INCLUDE AND ADDRESS:

- Streetscape elements (planting, street furniture, street lighting) based on standards to be developed this fall
- Plan to reflect a contemporary treatment existing Brookline Village standards, including with Gateway East's historic and architectural style
- Create a "green" image by introducing street trees along parcel edges

- KEY**
- Pedestrian Improvements
 - Bicycle Improvements
 - Visual/Mobility Improvements



3 ROUTE 9 IMPROVEMENTS \$900K

- 3.1 Signal Timing - Eliminate split phase at Washington Street to reduce congestion
- 3.2 Narrow lanes and reduce unnecessary pavement
 - Narrow lanes to 12' where practical
 - Improve lane alignment, eliminate excess pavement
 - Remove bus lanes at 10 Brookline Place, widen sidewalks
- 3.3 Widen sidewalks, improve pedestrian environment
- 3.4 Introduce streetscape elements based on standards to be developed this fall
- 3.5 Create safe, convenient pedestrian crossings
 - All new pedestrian signals to include crosswalks and audible signals
 - New crosswalks added on east side of 10 Brookline Place to High Street
 - New crosswalks added with wide refuge at island for Emerald Necklace bridges
 - Special parking, to-pavement lighting for strong visual cues for drivers
- 3.6 Hold a "green" image by introducing street trees along parcel edges
- 3.7 Preserve bus station access

INTERIM UPDATE

1 PEARL STREET REDSIGN \$300K

- 1.1 Narrow lanes and reduce unnecessary pavement
 - Narrow lanes to 12' where practical
- 1.2 Eliminate on-street parking on the west side of Pearl between the street and Route 9, widen sidewalks to improve pedestrian environment
- 1.3 Maintain and manage on-street parking for short-term use
 - Parallel spaces but because of traffic, coloring and delineations are replaced by creating diagonal parking along the north side of Pearl Street

2 BICYCLE/PEDESTRIAN CONNECTION, EMERALD NECKLACE \$500K

- 2.1 Separate conflicting intersection with roundabouts into two clear intersections
 - Pearl Avenue / Route 9 and Leachway / Pearl Avenue
- 2.2 Improve access for Emerald Necklace pedestrians and cyclists
 - Connect connection to Brookline Village
 - Improved pedestrian crossings allow a more comfortable connection for bicyclists and pedestrians
 - Redesign of Leachway access point allows a more comfortable transition between the roadway crossing and a second crossing at Washington Street for bicyclists and pedestrians
- 2.3 Narrow lanes and reduce unnecessary pavement
- 2.4 Widen sidewalks, improve pedestrian environment

3 PLAYGROUND IMPROVEMENTS AT JUNIPER STREET RESIDENCES

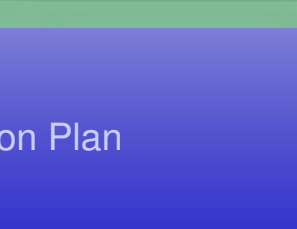
- 3.1 Identify appropriate materials and programming at these open spaces

4 WAYFINDING SIGNAGE SYSTEM \$40K

- 4.1 Have a designer to develop directional signs with a distinct Village identity
- 4.2 Include directions to important destinations
 - Brookline Village - MBTA Station - Emerald Necklace
 - Parking (Brookline, Brookline Place, Town Hall)

5 BRIDGE DEMOLITION \$250K

- 5.1 The existing pedestrian bridge is structurally sound and would need significant investment to repair. The bridge and the main ramp structure are visual obstacles that block important view of the Brookline Village and the historic Emerald Necklace bridge. In addition, pedestrians and bicyclists must go up, over, and over, and all of the way to cross Route 9 via the bridge. The pedestrian bridge would be removed and replaced by a signal-controlled at-grade crossing off Route 9, between Pearl Street and a redigned Walnut Street

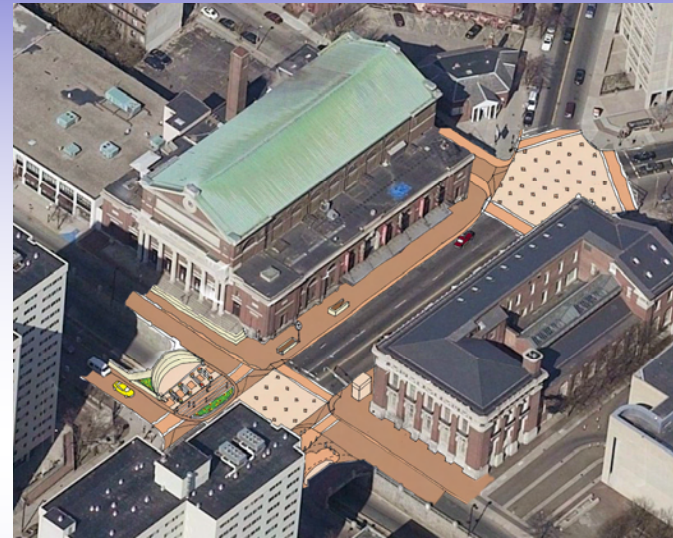


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Von Grossmann & Company

Symphony Hall Streetscape, Boston, MA



Von Grossmann & Company

Crossroads Initiative, Boston, MA

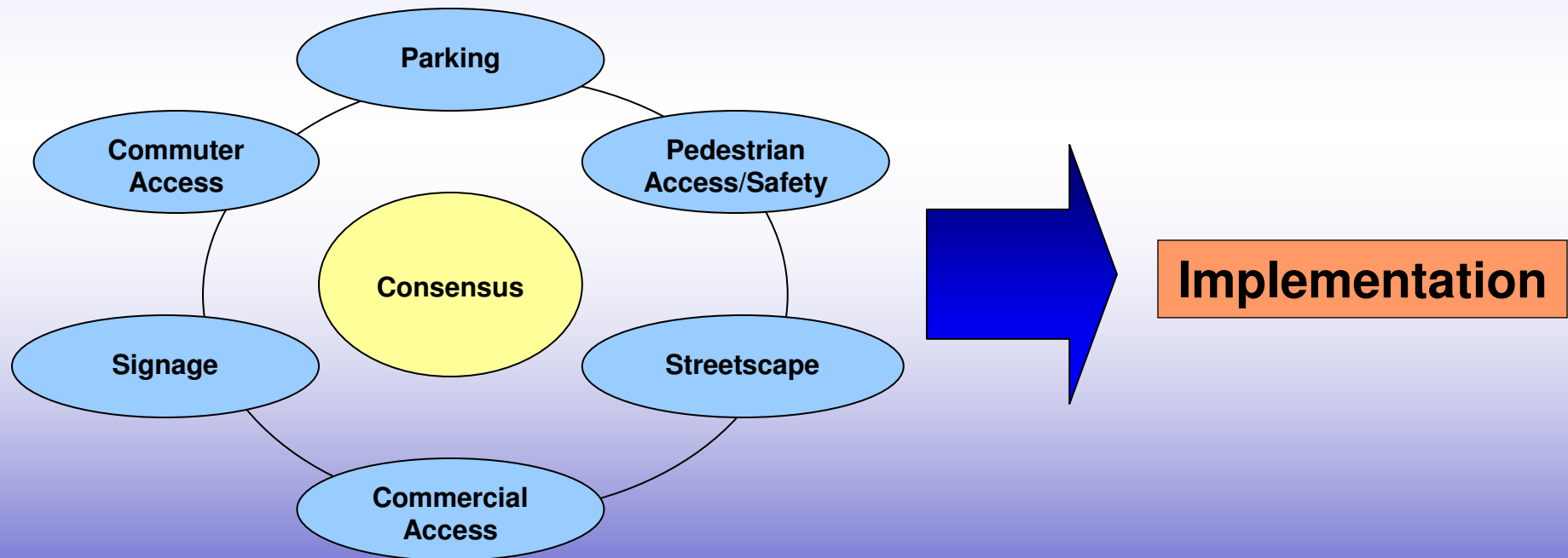


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Project Purpose

- Recommend cost-effective neighborhood transportation and streetscape improvements for The Avenue
- Prepare Preliminary Design plans & cost estimates



Consultant Team Role



- Identify and quantify issues
- Propose creative & feasible solutions
- Build consensus



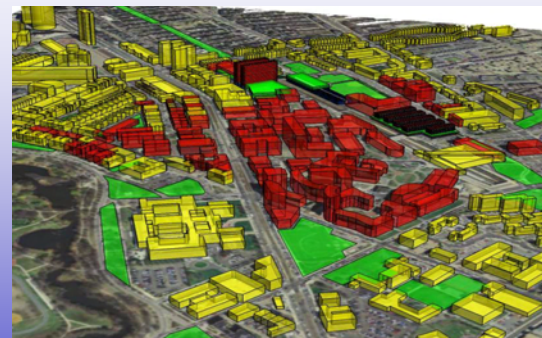
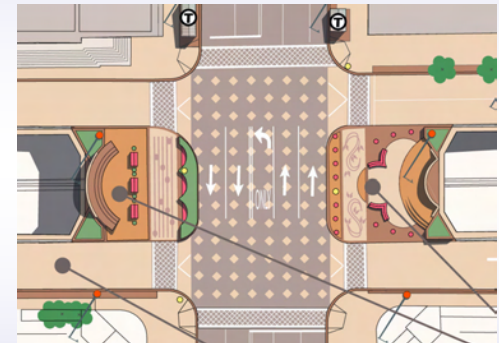
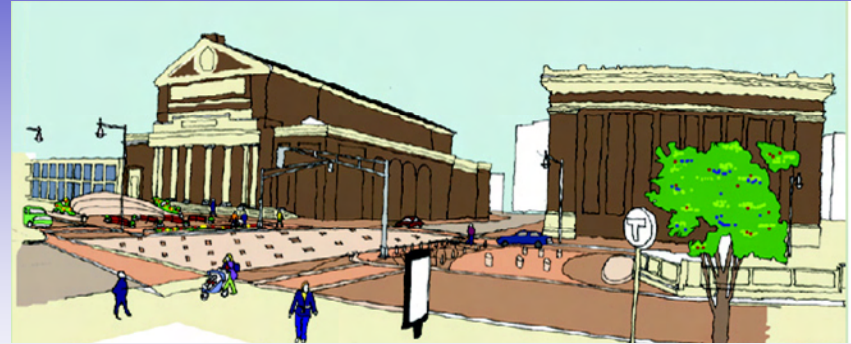
Issues

- Sense of place
- Traffic operations
- Streetscape enhancement
- Parking strategies
- Pedestrian safety & comfort
- Building consensus



Creative & Feasible Solutions

- Neighborhood identity
- Orientation
- Streetscape spaces
- Materials: color, texture & pattern
- Universal Design
- Plantings & furnishings



Public Process

- Give stakeholders information
- Get input from stakeholders
- Build consensus



Mid-Dorchester Transportation Action Plan

To reach us call 617-635-5082 or email us at MidDorTAP@city.boston.ma.us

The Location

The Project

The Boston Transportation Department, in partnership with CityLink Dorchester, has begun a Transportation Action Plan for Dorchester. The Transportation Action Plan seeks to improve transportation for the business districts, major streets, transit stations and development outside the area of Dorchester included in the CityLink program. Particular focus will be given to the Four Corners and Broadway/Corners business districts.

The Action Plan addresses issues of traffic management, pedestrian safety, parking, commercial loading and public transportation, with the overall goal being to:

1. Focus on areas that can be implemented quickly and without extensive capital costs.
2. Manage impacts from proposed development and establish guidelines for future projects.
3. Complete design engineering for long-term capital construction projects in the area.

The Louis Berger Group, a transportation planning and engineering firm, is the consultant for this project.

The partnership with CityLink is important as their involvement in the Transportation Action Plan ensures that improvements to the transportation system will focus on improving quality of life in the neighborhood. CityLink Dorchester is an initiative of Mayor Menino that works with local agencies, community groups and residents to locate and access public and private resources and bring support to the target area.

The Schedule

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Date Collection											
Issues & Opportunities Identification											
Options and Alternatives Analysis & Development											
Final Design Development											
Implementation											
Public Meeting											
CityLink											

Information to Take

What Do You Think?

Put Your Thoughts Here

Brought to you by Mayor Thomas M. Menino

CityLink

BTDP



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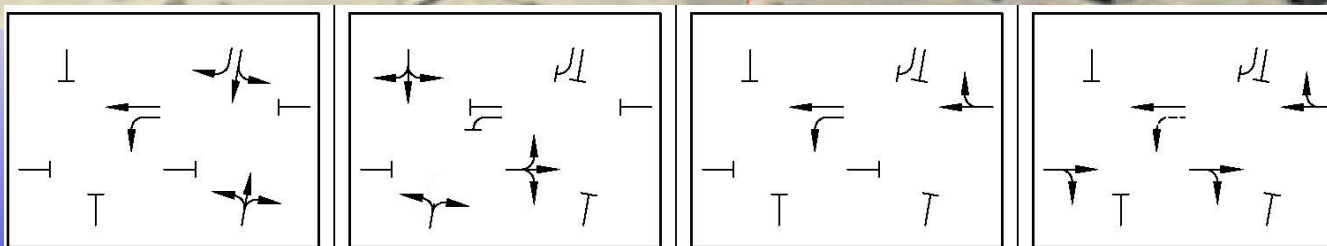
Dorchester Avenue & Freeport Street



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Dorchester Avenue & Freeport Street



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Dorchester Avenue & Freeport Street



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Why the Berger Team?



- Understand the City's vision
- Knowledge of Dorchester and South Boston
- Excellence in design
- Sensitive to urban context
- Respectful of community
- Experienced
- Enthusiastic



Preview of Joint Task Force Meeting for Corridor-Wide Guidelines



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Corridor-Wide Guidelines

Why are corridor-wide guidelines important?

- A consistent look for the corridor strengthens the image of a district or neighborhood
- A coordinated palette of elements is more visually pleasing
- Guidelines allow for variations within a set of limits



Should we have a consistent look?
Or varied?

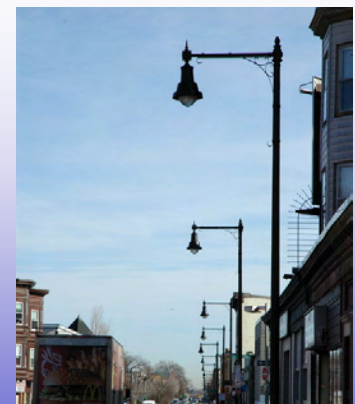
Consistency as a starting assumption

What elements are the most visible?

Street lighting, trees, sidewalk pavement

What is available in the standard City
palette?

Maintenance, proven reliability



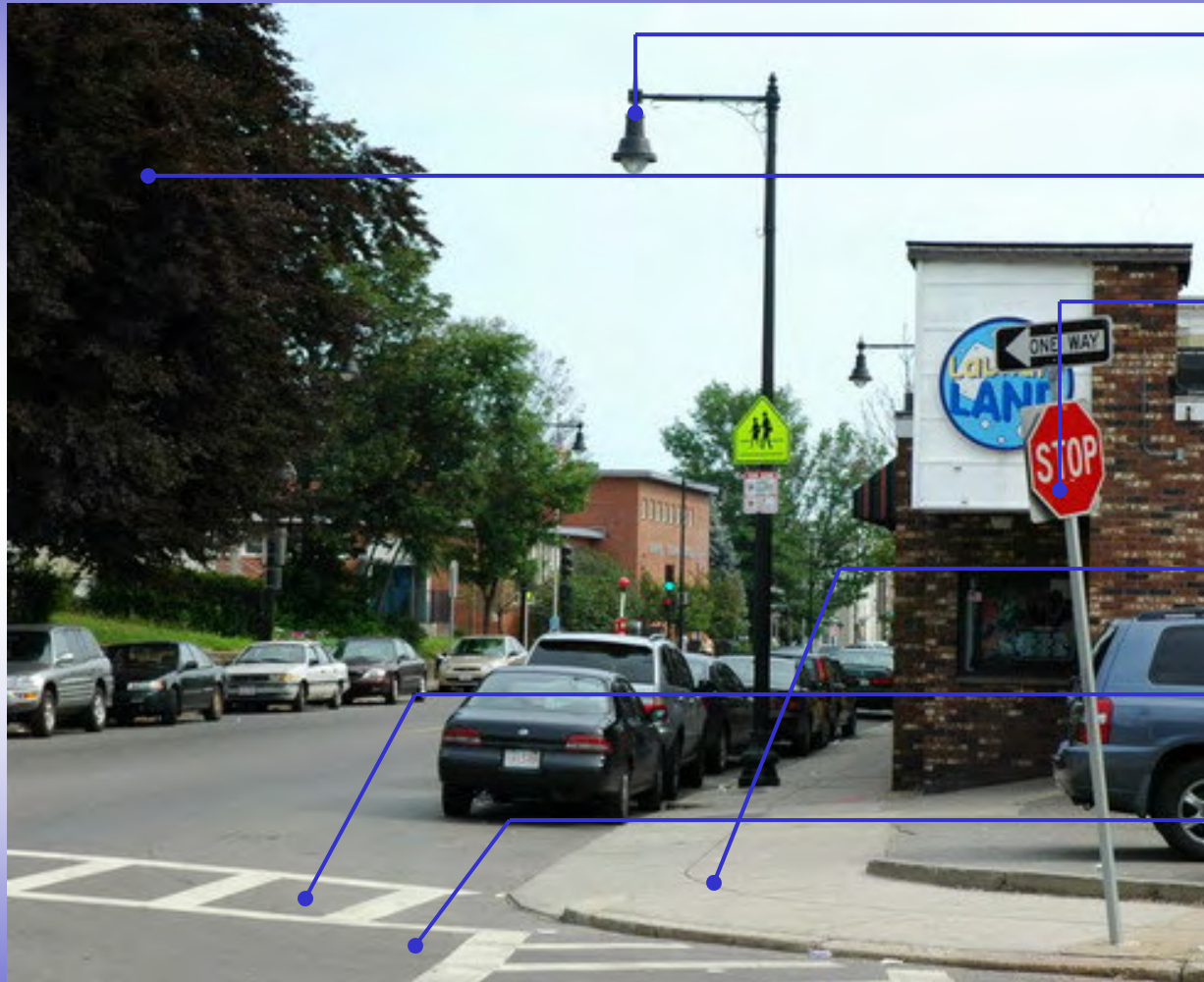
Inventory of Existing Elements

1. Identify those design elements that are consistent along the length of Dorchester Avenue
2. Identify those elements that are specific to a particular location
3. Note those elements that have been recently installed and are unlikely to change
4. Understand the design and materials planned for Peabody Square



Range of Streetscape Elements

Primary - Secondary



Street lights

Street trees

Signs

Furniture

Sidewalk paving

Crosswalks

Roadway paving

Art



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Primary Element – Street Lighting



**Shepherd's
Crook**



Pendant



Acorn



Shoe box



Cobra

Family (style, color, material)

Metal with Black Finish



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Primary Element – Sidewalk Paving



Predominately Concrete



Some Brick



Sidewalk Paving

Walkway and Feature Strip



- **Recycled Concrete as Aggregate**
- **Recycled Glass as Aggregate**
- **Larger Stone Aggregate**



Secondary Element - Specialty Paving

- Asphalt Pavers



- Concrete Pavers



Variables

Family A

Material

Size & Shape

Color

Paving Pattern

Family B

- Wire Cut Bricks



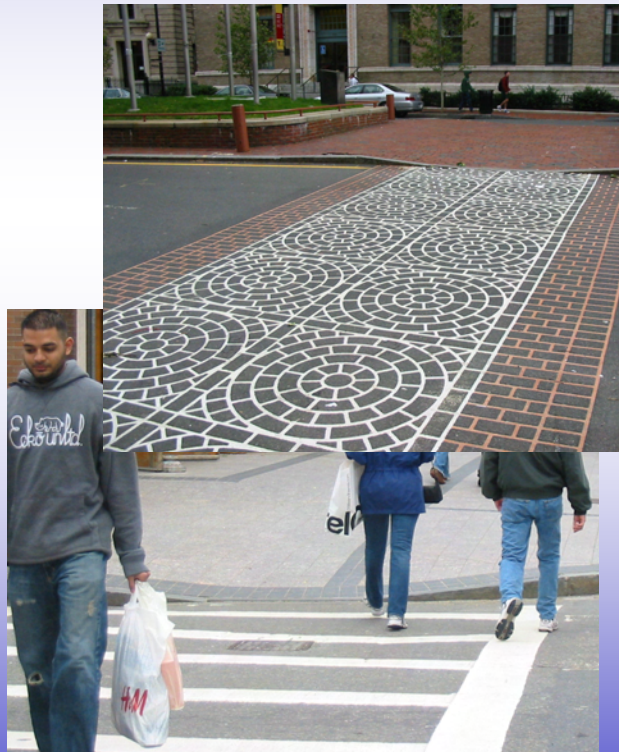
Halvorson Design Group



Secondary Elements

Benches, Bollards, Crosswalks, Trash Cans, Etc.

- Select to accompany primary elements
- Art as alternative



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Art – Stand Alone

Traditional



Contemporary



Art – Integrated



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Banners



End Product: a PALETTE

- **Select style and location of primary elements first:**
Streetlights, Sidewalk Pavement, Trees
- **Select all other elements to complement the primary elements**
- **Set dimensional standards**

Not much different than furnishing a room in your house



Things to Think About:

1. If you were asked to describe Dorchester Avenue to someone from out of town, what would you say?
2. If you could snap your fingers and change one thing about the way Dorchester Avenue looks, what would it be?



Corridor Bus Lines

- 18 Ashmont – Andrew Square
- At Ashmont: 18, 21, 22, 23, 25, 27, 215, 217, 240, BAT
- At Andrew Square: 5, 10, 16, 17, CT3



Q & A



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